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ment with launch or dhow owners, but it should be remembered that some of them are private property. Umm as-Sabaan is the private property of Mr. Max W. Thornberg, Jidda being a penal settlement, is forbidden ground, and Umm an-Nasaan may only be visited with permission of H.H. The Ruler. The others, the small islands south of Muharraq, Nebih Salih, Jezira and the Howar islands are free to all visitors and a visit to them makes a change from drives around the islands.

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Transport in Bahrain includes both bus and taxi, the former are not the luxurious affairs seen in Europe and England but have wooden bodies built in Bahrain and attached to an imported chassis. Taxis, however, are not too expensive if care is taken to pay the correct fare which is recorded in a fare book that should be carried by every driver. It is rumoured that taxis will soon carry meters, which will certainly simplify matters, but till that happy day passengers who have complaints to make about being over-charged should make them to the Traffic Department of the State Police.

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Petrol and oil are cheap in Bahrain, which is not surprising, and the import tax on cars and motor cycles is only 10%, so that to own and run a private car is cheaper than in England or the States, as many fortunate people have discovered. Most makes of cars are obtainable in Bahrain, garage facilities have increased and the improvement in the roads has enabled English cars to be used with comfort.

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The old-fashioned form of transport in Bahrain was the donkey. It was used for every task, for bringing the produce of the country for sale in the town, for pulling carts and for riding. The white Bahrain donkeys used to be well known all over the Middle East and they were exported from Bahrain to places as far distant as the East African coast. Today buses are replacing donkeys, there are bus services between most of the villages, though many of the young men prefer to use bicycles. Lorries too have successfully competed with donkeys and now carry most of the goods between the towns and villages, but in the gardens and in the narrow country lanes one still meets many donkeys though few of the fine white beasts for which the islands were famous long ago. However, the donkey will never entirely die out, for he has certain advantages over other methods of transport, he can reproduce young donkeys, he can find his own way along small and narrow tracks in the gardens and he produces manure, which is a valuable commodity in Bahrain.

CHAPTER V

BAHRAIN'S OIL INDUSTRY

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The man who was chiefly responsible for the discovery of Bahrain's oil resources was an Australian, Major Frank Holmes, who came to Bahrain on behalf of the Eastern and General Syndicate, a British prospecting company. Major Holmes, after drilling a number of artesian wells and thus discovering something about the composition

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Secondary School. At the end of the year there were 168 boys in the school. At the end of the school year 20 boys graduated; nine became school teachers, seven went to Beirut, Egypt and Iraq for higher education and four either joined their parents in business or obtained employment in Saudi Arabia. 873

A new class with a special teacher, was started with the aim of providing a two years commercial course. The 12 students who joined this class are being taught typewriting, book-keeping and business methods. The course appeared to be very successful and it was decided that a second class, on the same lines should be started next year.

School Hostel. There were 84 boarders in the hostel throughout the year, distributed as follows:— 871

Attending Secondary School	..	..	..	37
Technical School	..	..	..	15
Primary Schools	..	..	..	25
Teachers Training School	..	..	..	7

Yusuf Shirawi continued temporarily to hold the post of Warden, which he relinquished when he went to the United Kingdom to enter Glasgow University.

Town Primary and Village Schools. In the towns the four primary and three infants schools were full to capacity throughout the year. In Muharraq a new infants school was opened, owing to lack of space in the Muharraq primary school classes of the lower primary stage were opened in two of the infants schools. In Manama it was not possible to take in all the children who were on the waiting list for admission. 872

Consideration is being given to building more primary and infants schools in Manama and Hidd.

In some of the village schools full primary courses were introduced, up to third form standard. In future village schools will provide a six years programme similar to the course in the town schools.

Transport. One of the difficulties in opening more village schools is the matter of transport. Almost all the teachers live in the towns of Manama and Muharraq and even those teachers who came originally from the villages almost invariably move to the towns when they obtain employment as teachers. Local bus services are unorganised and erratic and cannot be depended on. The department has to maintain an expensive transport system for taking teachers to and from schools and for conveying boys to special classes and to games. [487] 872

Medical. A school doctor was appointed, under the supervision of the Senior Medical Officer and a system of medical records has been started. The doctor paid regular visits to all the schools and dealt with minor ailments, other cases were passed by him to the Government hospitals.

The health of boys during the year was satisfactory.

General. During the Spring holiday a group of boys from the school hostel visited Zubara, on the coast of Qatar, where they camped for several days.

Other young boys went into camp at Safra, near Rafaa.

Finance. The amount spent during the year on boys' schools, excluding the cost of building and excluding the Technical School, was Rs. 20,22,500/-. 658 871

The cost of educating one boy at school in Bahrain for a school year, of nine months, was approximately Rs. 400/-.

2 [A.D. 1952-53 - - Anniversary]

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Six Wiring Contractors' Licences were issued to local merchants bringing the total to 31. Licences were also issued to 12 additional wiremen who had been successful in passing the Department's tests.

Future Prospects. When the 750 k.w. Generating Set, now being installed, is put into commission the present Power Station will have reached its full capacity and no further machines will be installed there.

The new scheme, whereby natural gas will be used to generate electric power, is scheduled to commence operating from a new Power Station, situated near the R.N. Wireless Station, Jufair, during the summer of 1973. Initially this station will contain four 1,000 k.w. Gas Engine Generating Sets. The first two of these will operate as Diesel Generating Sets for some twelve months until the natural gas is available from the oil-field.

The Contracting Engineers for this scheme are Messrs. D. and C. and William Press who, at the end of the year had commenced preparing the site for the new Power Station. The project includes for the distribution of ample supplies of electricity to all parts of Bahrain and it is expected that the initial stages will be completed in some two and a half years time.

The distribution of domestic gas is also being considered as a long-term policy.

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Workshops Department. This Department continued to carry out new work and repairs for all Departments of the Government and many private jobs were undertaken for local firms.

Work for the Government produced a revenue of Rs. 22,310, while private jobs produced Rs. 15,822, showing an overall loss of Rs. 2,218.

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Transport Department. There was an increase of 25 per cent. over the previous year of the total number of vehicles, mechanical plant, etc., operated by Government Departments and to cope with this increase the Transport Department continued to expand.

A Petrol Filling Station was constructed by Public Works Department and opened on the 8th Shawal, 1372, for the issue of Petrol, Oil, Air and Water. All Government vehicles now draw from this point.

Eight lock-up garages for the storage of spare vehicles were constructed and a heavy duty vehicle lift, capable of lifting vehicles weighing up to eight tons, was installed in the main shed.

The total number of vehicles on charge at the end of the year is :

(a) Load-carrying vehicles (Trucks)	.. .. .	31
(b) Buses, Station Wagons, etc.	.. .. .	13
(c) Pick-ups	.. .. .	15
(d) Saloon Cars	.. .. .	25
(e) Land Rovers	.. .. .	19
(f) Motor Cycles	.. .. .	23
		126

The total number of Launches, Mechanical Plant, Machinery, etc., on charge at end of the year	.. .. .	41
Vehicles written off as being beyond economical repair	.. .. .	10
The total number of new vehicles ordered was	.. .. .	33
The total number of new vehicles received was	.. .. .	38
The total number of service operations carried out on vehicles during the year was	.. .. .	3024
The total number of repair jobs, both major and minor, carried out on vehicles, machinery, etc., was	.. .. .	5887

nama, Muharraq and Hedd and the 3 vil- 161
lages of East and West Rafaa and Sakhir 165
was less than 1 per cent. 163

SOCIAL ECONOMY

Prior to the opening of the Bahrain oil 433
fields, the economy of the islands was based 228
upon pearl fishing and the transshipment of 489
goods between Iran, India and other coun-
tries and the neighboring Arabian ports. The 228
waters of the Persian Gulf contain famous
pearl fishing banks, and, since ancient times,
Bahrain has been recognized as the tradi-
tional center of the industry. It constituted
the principal source of wealth for centuries,
but it reached a low level in the 1920s, due
in part to the competition of Japanese cul-
tured pearls in the world markets. Early
records are nonexistent, but the former
Bahrain pearl fleets probably consisted of
600 to 1,000 vessels. The number has de-
clined progressively; only 83 departed for
the banks in 1950. In that year, about 2,000
Bahrainis were engaged in pearl fishing dur-
ing the season from mid-April to October,
undoubtedly a fraction of the total em-
ployed when the demand for pearls was at
its height.

In previous decades, dhow building also 396
was one of the major industries of Bahrain,
but its decline has paralleled that of the
pearl fisheries. Nine boats were constructed
in 1949, as against 100 reported in 1928-29.

Today, oil is the foundation of Bahrain's 651
prosperity. The royalties derived from the 653
industry not only have bolstered the declin-
ing resources of the government, but have
made possible the expansion of public works
and social services. Operations are con- 471
ducted by the Bahrain Petroleum Company, 135
Ltd., which holds long-term concessions
from the Sheikh of Bahrain for the develop-
ment of the petroleum resources of the
islands. Oil was discovered in the Jabal ad
Dukhan region near the center of Bahrain
Island, in 1932, and production started in
1934. The proven reserves of this field are
estimated in the neighborhood of 200 mil-
lion barrels. The company also operates a 000